

### **AMENDMENTS TO THE SPECIFICATION**

Please amend the paragraph beginning at page 15, line 1, as follows:

The RPC apparatus 66 includes a hydraulic control unit (HCU) 68 and an electrical control unit (ECU) 70, also referred to herein as the RPC controller. The HCU 68 is connected by a brake line 67 to a rear brake port 69 in fluid communication with a secondary piston 71 of the master cylinder 62. The HCU 68 is also connected via brake lines 72, 74 to the rear brakes 52, 54, and by a conduit 94 to the fluid storage element 64, for controlling the flow of pressurized fluid applied to the rear brakes 52, 54 during the braking cycle, and fluid flow to and from the fluid storage element 64. The ECU 70 is operatively connected, as indicated by dashed lines 76 to the HCU 68 for controlling the HCU 68 as a function of the rotational speeds of at least one front and one rear wheel.

Please amend the paragraph beginning at page 19, line 16, as follows:

As will be readily seen from the graph of FIG. 8, for a given speed and desired deceleration, as shown by the dashed line at AA A, the vehicle requires more rear brake pressure to stop when operating loaded at GVW than it does when operating at LVW. The rear pressure sensor 84 of the exemplary embodiment 50 of a brake apparatus according to our invention can readily detect whether the rear brake pressure is in the range indicated by the pressure range labeled as BB B, indicating operation at LVW, or whether the vehicle is operating in a higher pressure range labeled as CC C, indicating that the vehicle is operating at GVW.